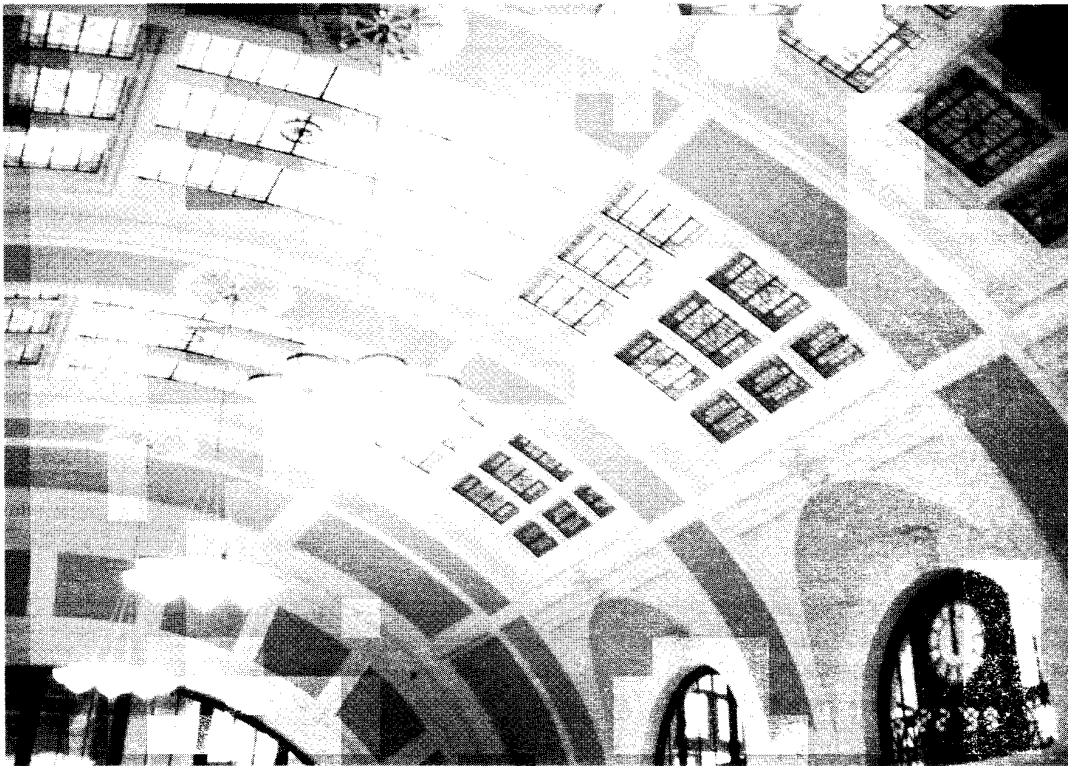
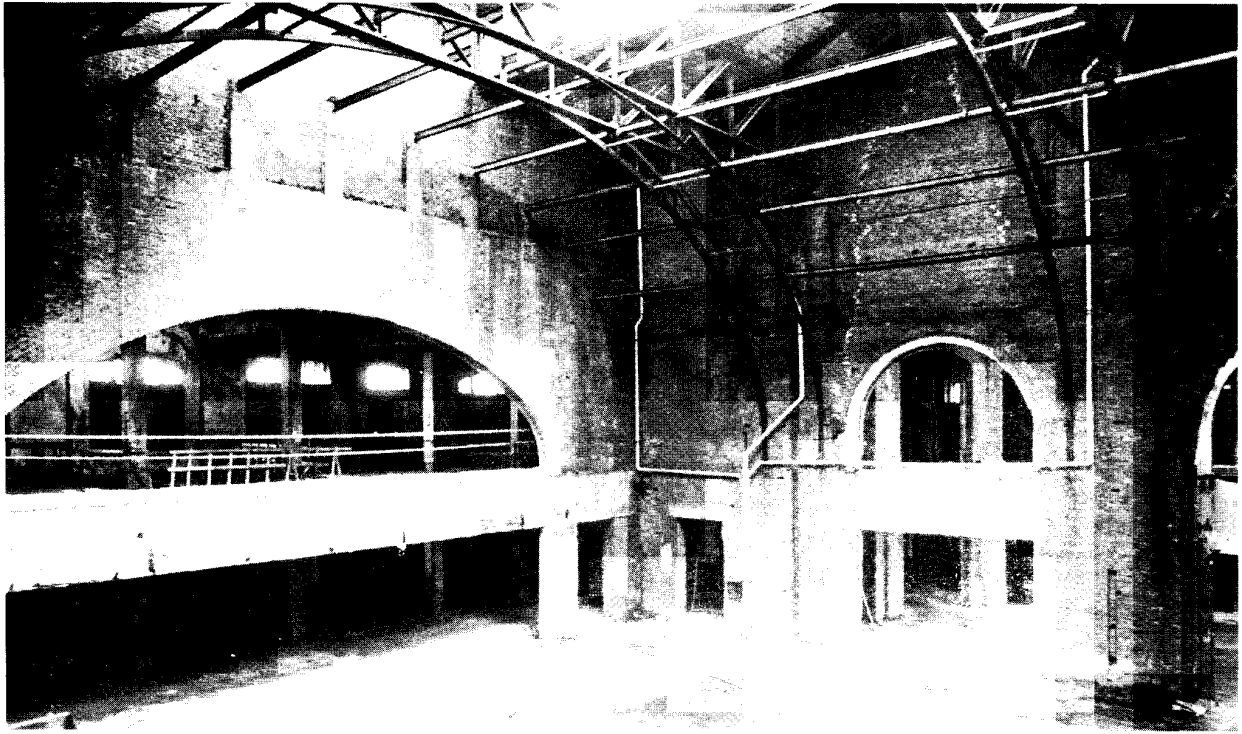


Union Station



Special Revenue Funds

Special Revenue Funds are used to account for the proceeds of specific revenue sources that are legally restricted to finance specific functions or activities carried out by the Commonwealth.

Federal Grants — account for federal grant monies that are designated for specific programs, excluding federal highway construction grants, which are accounted for in the Federal Capital Projects Fund, and federal reimbursement programs such as Medicaid and AFDC which are accounted primarily for in the General Fund.

Highway — accounts for highway user taxes including the gas tax and fees; used to finance highway maintenance and safety services, and provide matching funds for federally sponsored highway projects as required.

Local Aid — accounts for the lottery operating surplus and forty percent of sales, income, corporate and a portion of other taxes which have been earmarked for distribution to cities and towns or are used to finance programs that benefit local communities and a major portion of the court systems.

Environmental — accounts for a variety of fees, fines, and other revenues which finance programs to preserve, protect and enhance the environment.

Lotteries — account for the operations of the State and Arts Lotteries, which have been established primarily to finance the Local Aid Fund.

Universal Health Care — accounts for assessments and other revenues that are dedicated to making health care and health insurance accessible and affordable to all citizens of the Commonwealth.

Oil Overcharge — accounts for the fines and penalties collected under federal regulation from certain oil companies doing business in the Commonwealth, and interest thereon, being accumulated to provide fuel assistance and weatherization for low income residents.

Other — accounts for a variety of miscellaneous taxes, assessments, federal reimbursements, fees, fines, federal grants, debt proceeds and other revenues along with long-term grant anticipation notes proceeds restricted to the financing of specific Commonwealth programs.



When Union Station in Worcester first opened in 1911 it was described as a "Poem in Stone" because of its magnificent architectural structure, and it soon became a focal point of the downtown central business district.

Nevertheless, the decline of the railroad industry caused its doors to be shut in 1975. In 1994, a feasibility study found that the station could be successfully revitalized and the Worcester Redevelopment Authority acquired the station from bankruptcy court in 1995 for \$50,000. A combination of funding for the federal, state and private sources was obtained for the restoration of the station and its surrounding environs.

Once fully operational, the station will once again serve as a center of activity for the city and the area. The station will offer travelers access to full commuter rail service to Boston, intercity and interstate bus service provided by Peter Pan and Greyhound Bus Lines, Amtrak service and public bus transportation. Special attention to pedestrian access to the station has been an essential element to the design of the station and the surrounding area including a major roadway reconfiguration to ease pedestrian access to the station. In addition, plans for tying the Station in with bike paths are well underway as part of a "rail-to-trail" initiative. The finishing touches are being completed and the station will be ready for operation in the beginning of 2000, with bus service beginning in mid 2001.

Photo courtesy of the Worcester Redevelopment Authority.